## WASHINGTON.

CLOSING SCENES IN CONGRESS. THE CAPITOL CROWDED-UNUSUAL CONFUSION AND DISORDER IN THE HOUSE.

(BY TELEGRAPH TO THE TRIBUNE.) WASHINGTON, March 3.-The scenes at the Capitol to-night did not differ materially from the closing hours of Congress for years back. The weather was bad to an extent unknown during the past Winter. A blinding storm of snow and rain, with heavy winds from the north-east, was bad enough, but added to streets and sidewalks of almost solid ice, made travel in any manner difficult and dangerous. It is a matter of surprise that there was so large an attendance in both wings. The galleries of the House are much larger than those of the Senate, and it generally happens, unless something unusual is expected in the Senate, that s large crowd attends the closing scenes of the House. The galleries were all full, and a much better crowd than might have been expected looked down upon the confusion in the Hall. The gallery assigned for the colored people, which has scarcely been empty during the Winter, was very full. and the lobbies, corridors, rotuncommittee rooms and clerks' offices were so full that locomotion was difficult. The discomfort was very great. The heat was intense, and the air was vile with unhealthy odors. Ventilation in the House is a thing unheard of, and the effect of the hundreds of gas lights shining through the glass ceiling of the hall produced a most depressing effect. This, however, is not unusual, and has been the complaint for years.

The confusion on the floor, always great at such a time, broke through all bounds to-night. The floor was crowded with a mob, indescribable as to manners and appearance, and when the Doorkeeper was appealed to to clear the hall of persons not entitled to the floor, he retured the answer that the crowd was composed chiefly of members elect, who had come to see how legislation was done. This example, it is to be hoped, may not be followed. The Speaker, generally competent to preserve order when he attempts it. seemed powerless to-night, although he used his voice and gavel with uncommon vigor. How the official reporters and clerks were able to preserve any record of what was transpiring in such a tumult must ever remain a mystery. There was a good sprinkling of Cabinet officers on the floor, a number of Senators in search of bills in which they were interested, and half a hundred members screaming for recognition. As many more were rushing about the hall, and cries of "I object," "I demand the regular forder," "Yeas and Nays," and "Order!" "Order!" prevented a comprehensive understanding

of what was occurring. The Speaker is already becoming hoarse, but the excitement promises to continue. Some of the members, weary of the heavy night work of the past two days, are snoring peacefully on the sofas in the rear of the hall and the cloak-rooms. Others, with feet elevated to the desks, and with heads resting on the backs of their chairs, snatch a few moments of unsatisfactory rest. Others puff their cigars so close to the inhibited bounds that the smoke curls in clouds through the hall. Some are munching apples and cakes from the adjacent restaurant, and some it is feared have visited too frequently the Committee rooms, where the term "consulting Barelay's digest," does not carry a local option meaning. The prospect of an early recess is very slight, and although the business is well in hand, it is not improbable that the session will last all night.

JUSTICE TO LOUISIANA CONTESTANTS.

MR. SHERIDAN OBTAINS HIS SEAT IN THE CONTEST WITH MR. PINCHBACK-MR. SYPHER LOSES HIS SEAT AND MR. LAWRENCE GAINS IT-BOTH THE IBY TELEGRAPH TO THE TRIBUNE.

WASHINGTON, March 3 .- The House did tardy jus tice this evening to two men who were elected to seats in Congress by the people of Louisiana, in 1872, but who were victims of the Kellogg usurpation. The contest of Pinchback against Sheridan was the first to be decided, and the resolution of the Committee was agreed to without much show of ree the vote on a division in favor of admitting Mr. Sheridan being 121 in the affirmative to 29 in the negative. This vote is a striking commentary on the vote of two days ago recognizing Mr. Kellogg. Mr. Sheridan, as is well remembered, was the candidate for Congressman-at-Large on the Conservative ticket with Mr. McEnery, and received about the same vote; but the House of Representatives, within 48 hours, votes to recognize Mr. Kellogg, who everybody knows was not elected, and then seats Mr. Sheridan, whose claim to a place in the House cannot be good if Mr. Kellogg is Governor of Louisiana. Mr. Sheridan was at once sworn in, taking the "iron-clad" oath, and the House passed to the case of Lawrence against Sypher.

In this case the Committee made two reports, one declaring that Mr. Lawrence was elected, and the other that neither he nor Mr. Sypher had proved that he was elected. Mr. Sypher made a speech of a few minutes, in which he showed the absurdity of the minority report, but his defense of his own case was very weak. The vote on substituting the minority resolution was first taken, and stood 87 in the affirmative to 144 in the negative. Mr. Lawrence was then admitted by a vote of 134 to 87, and was sworn in taking the modified oath.

SUNDRY CIVIL APPROPRIATIONS.

NUMEROUS AMENDMENTS CUTTING DOWN THE GROSS AMOUNT-POSTAGE ON MERCHANDISE IN THE MAILS DOUBLED-ARTISTS TO BE REMOVED WHO HAVE MADE A STUDIO OF THE CAPITOL.

BY TELEGRAPH TO THE TRIBUNE. WASHINGTON, March 3 .- The Sundry Civil Appropriation bill passed the Senate to-night, after having been discussed and amended for ten hours. The amendments of the Committee on appropriations were very numerous, and reduced the sum which the bill called for by a very large amount. Nearly all of the amendments were concurred in by the Senate and some others added, but the total expenditure was not materially altered. The compensation of the counsel of the United States before the Court of Commissioners on Alabama claims was reduced by nearly \$5,000. The scheme for a pneumatic tube in Washington received no attention. The purchase of the Stevens Battery was laughed out of the bill, and every amendment offered which did not tend to improve the bill was voted down at once. The Senate was in a mood for retrenchment, and followed Mr. Sargent in all motions to table amendments and in all endeavors to keep the gross amount at the lowest possible figure. Page after page of the bill is entirely stricken out. and many private jobs are left out in the cold. Several appropriations for public buildings, which were cut down for effect, were restored to their original amounts by the Committee after the bill was brought

The bill passed through the Senate very smoothly, exciting tittle debate. The scheme which failed during the consideration of the Post-Office Appropriation bill-to increase the rates of postage on third-class mailable matter from one to two cents per ounce-was carried by the persistent efforts of the express companies; they have been unceasing in their pressure here as the session drew to a close. There was \$300,000 added to the bill for the purpose of providing for 3,000 Indians who have surrendered to the United States, and are now at Leavenworth, Kan., needing food and clothing. An amendment for the extension of the west front of the Capitol 34 odate the Library, failed, as did also the one for building a new wall and terrace at the state of the Captel, according to Mr. Frederick

into the Senate.

Law Olmsted's plans for beautifying the grounds. The Library Committee secured the passage of an amendment for the removal from the Capitol of the unsightly works of art not belonging to the Government, and of the studios occupied by the artists who have effected a lodgment there.

THE BILL FOR TAXING THE DISTRICT SHORN OF ITS WORST FEATURES-THE TAX OF 11 PER CENT FALLING FAR SHORT OF THE DEFICIENCY-EX-GOV. DENNISON PREVAILED UPON TO REMAIN AS

[BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, March 3.-The District Tax bill has passed both Houses shorn of all of the objectionable features which had been saddled upon it in the House Committee on the District of Columbia, at the instance of the old Ring. The bill orders the levy of a tax of 1; per cent on all real and personal property in the District; the tax to be payable in two equal installments. Although the rate of taxation is lower than it has been in Washington for several years, it is only fair that the people should be at least partially relieved during the next fiscal year, since during the current year they have been obliged to pay the two taxes, one of 2 and the other of 3 per cent, besides heavy assess-ments for special improvements. The tax of 12 per cent on the present real estate valuation in the District, will produce \$1,350,000. Deducting 10 per cent for delinquencies (and this is a very low rate) there is left \$1.215.000. If to this be added \$240,000 for licenses and water rents, the aggregate amount raised in the District will be \$1,455,000. The necessary expenses of the District Government for the next year, as estimated by the District Commissioners, will amount to \$3,120,000, leaving a deficiency to be provided for by the Government of

The Sundry Civil Appropriation bill contains an item for the District of \$1,060,000, so that about \$500,000 more will have to be appropriated for this purpose in a deficiency bill by the next Congress. This is the result of less than three years' Ring rule in Washington. Previous to the creation of the late Territorial Government in the District, the highest tax ever known here was 11 per cent, and it has been since the war as low as 85-100 of one per cent. Then the proceeds of this tax paid all of the expenses of the District Government, including interest on debt, &c. Now the highest rate of taxation ever levied, before the rainous rule of the Ring began, will not pay one-half of the current expenses of the District Government.

As reported in THE TRIBUNE two or three days ago, ex-Gov. Dennison, one of the District Commis sioners, had determined to resign, and the President intended to appoint Representative; Harmer, Chairman of the House Committee on the District Affairs, in his place. The fact that Mr. Harmer has always been a friend of the old Ring is so notorious that leading members of both parties opposed making any provision for raising a tax in the District to be disbursed under his direction; and, when it became apparent that if Gov. Dennison should persist in his determination to resign the Tax bill would fail. he reluctantly consented to remain.

ANOTHER EFFORT TO HAVE THE INTEREST ON THE 3.65 BONDS PAID IN GOLD—THE PATRONS OF THE SCHEME-IT IS VOTED DOWN AT LAST. [BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, March 3 .- The last of the corrupt schemes of the District of Columbia Ring was defeated in the Senate to-day. It was nothing less than an attempt to have Congress decree that the interest on 3.65 bonds into which the floating indebtedness of the late Board of Public Works in this District has been funded shall be paid in gold instead of in lawful money. A total of about \$10,-000,000 of these bonds has now been issued, principally to pay sums due on contracts given out at exorbitantly high rates. The average value of the bonds has been about 70 cents on a dollar, at which rate they have mostly been bought up by speculators who hold them in large quantities. To make the interest upon them payable in gold, would, it is believed, cause them to advance to par in the market, putting a clear profit of more than 40 per cent on their investment into the pockets of present holders, and increasing the debt of the District \$4,000,000.

The men who were most interested in this job have been those who composed the late Ring, and they have resorted to almost every expedient known to the lobby to drive through their scheme. On Monday evening they spread a banquet in the room of the House Committee on the District of Columbia, to which many representatives were invited. The matter was managed in the Senate by Mr. Dorsey. who several days ago gave notice that he would move the necessary amendment. The Senate Committee on Appropriations put it into the bill. But when that paragraph was reached in the Committee of the Whole this morning it was stricken out without a division. This afternoon, when the bill had been reported to the Senate, Mr. Conkling called for a separate vote on this subject, and Mr. Hamlin, who has always distinguished himself as the champion of the Ring, made a most earnest speech in its favor. The job was opposed by Messrs. Morton, Logan, and Clayton. Among those who voted for this job were Messrs. Anthony, Cameron, Conkling, Conover, Dennis, Dorsey, Hamilton (Md.), Hamlin, Jones, Mitchell, Morrill (Me.), Spencer, Tipton, and West. The vote stood 15 in the affirmative and 30 in the negative.

RIGHT OF WAY TO RAILROADS.

THE RIGHT GRANTED TO ANY RAILROAD THROUGH THE PUBLIC LANDS UPON PROOF OF ITS ORGAN-IZATION-THE RIGHT INCLUDES 100 FEET ON EITHER SIDE OF THE LINE AND OTHER PRIV-ILEGES-FIVE YEARS ALLOWED FOR CONSTRUC-

WASHINGTON, March 3.-The following is the text of the bill granting to railroads the right of way through the public lands of the United States, and which awaits the President's signature to become a

which awaits the President's signature to become a law:

Be if enacted, etc., That the right of way through the public lands of the United States is hereby granted to any railroad company duly organized under the laws of any State or Territory except the District of Columbia, or by the Congress of the United States, which shall have filed with the Secretary of the Interior a copy of its articles of incorporation and due proofs of its organization under the same, to the extent of 100 feet on each side of the central line of said road; also the right to take from the public lands adjacent to the line of said road material, earth, stone, and timber necessary for the construction of said railroad; also ground adjacent to such right of way for station buildings, depots, machine shops, side tracks, turn-outs, and water stations, not to exceed in amount 20 acres for each station to the extent of one station for each 16 miles of its road.

Ecction 2. That any railroad company whose right of way or whose track or read-bed upon such right of way or whose track or read-bed upon such right of way passes through any cafon, pass, or defile, shall not prevent any other railroad company from the use and occupancy of the said cafon, pass, or defile shall not prevent any other railroad company from the use and occupancy of the said cafon, pass, or defile of the purposes of its road in common with the road first liocated, or the crossing of other railroads at grade; and the location of such right of way through any cafon, pass, or defile shall not cause the disuse of any wagon-road or other public highway mow located therein, nor prevent the location through the same of any such wagon-road or highway, where such road or highway may be necessary for the public accommodation; and where any change in the location of such wagon-road, cause the same to be recommodation; and where any change in the location of such wagon-road, cause the same to be recommodation; and where any change in the location of such wagon-road, cause the same to

for postal, military, and other purposes, approved July 1, 1862." Approved July 2, 1864.

SEC. 4. That any railroad company desiring to secure the benefit of this act shall within twelve months after the location of any section of twenty unless of its road, if the same be on surveyed lands, and if upon unsurveyed lands within eighteen months after the survey thereof by the United States, file with the Register of the Land Office for the district where such land is located, a profile of its road, and upon approval thereof by the Secretary of the Interior, the same shall be noted upon the plats in said office. And thereafter all such lands over which such right of way shall pass shall be disposed of subject to such right of way.

Provided, That if any section of said road shall not be completed within five years after the location of said section, the rights herein granted shall be forfeited as to any such uncompleted section of said road.

SEC. 5. That this act shall not apply to any lands within the limits of any military post, or Indian reservation, or other lands specially reserved from sale, unless such right of way shall be provided for by treaty stipulation, or by act of Congress heretofore passed.

SEC. 6. That Congress hereby reserves the right at any time to alter, amend, or repeal this act or any part thereof.

EXPENDITURES OF THE DEPARTMENT OF JUSTICE.

MR. SENER PRESENTS THE REPORT OF THE COMMIT-TEE-FRAUDS DISCOVERED IN THE WESTERN DISTRICT OF ARKANSAS-CONSOLIDATION OF DIS-TRICTS RECOMMENDED—CONSIDERABLE ECONOMY

WASHINGTON, March 3 .- The final report of the Committee on Expenditures in the Department of Justice was presented to-day by Mr. Sener of Virginia, the Chairman. The report is one of the most elaborate documents that has been presented to Congress for some time. It traces the of these committees on expenditures in the Departments, and contrasts the remarkable activity and prominence in the proceedings of this Committee with the inertness of those on the other Departments which have not reported for years. The report briefly reviews the work of the Committee, which has exposed the great frauds of the Western District of Arkansas, compelled the Judge to resign to escape impeachment, and reduced the expenditures from \$321,000 the year before the investigation, to \$84,000 the year after. Besides this practical advantage to the Treasury the Committee has proposed legislation which is now law, which will save many thousands of dollars annually to the Government, and prevent the recurrence of like frauds in future. The expenditures in five other districts have also been investigated. The report reviews the whole subject of the expenditures of the Judiciary of the country, and in furtherance of the practical aims of the Committee, recommends the discontinuance of many of the Assistant District-Attorneys and the consolidation of the two districts of North Carolina, the two of Virginia, the two of Michigan, and the two of Wisconsin, and if these recommendations are concurred in, there will be a still further saving to the Treasury. The labors of this Committee, which was created in January, 1884, on Mr. Sener's motion, have been very onerous and aimost continuous during this Congress. prevent the recurrence of like frauds in future.

CURRENT TOPICS AT THE CAPITAL. REVIVAL OF THE FRANKING ABUSE.

WASHINGTON, Wednesday, March 3, 1875. Congress has restored the most objectionable features of the Franking abuse. By an amendment to the Post-Office Appropriation bill, it is provided that all' public documents now printed or hereafter to be printed by order of Congress may be sent free through the mails until the first day of next December, on a personal frank of a Member of the present Congress. It is also provided that the Commissioner of Agriculture may hereafter send through the mails, on his frank, copies of the Agricultural report and such seeds as he has for distribution. Of course, the limit of time during which Members of Congress may frank documents means nothing, since at the next session Congress, with this precedent before them, will be sure to restore the abuse permanently, unless public opinion shall be strong enough to prevent them. The number of books printed since last December, to which each Member of this Congress will be entitled is about 500, the average weight of which is two pounds, or for the Senate and House about

COLORADO A STATE-NEW-MEXICO KEPT OUT. One of the most closely contested questions of the close of the session was over the admission of Colorado and New-Mexico. This had been made by the Senate Republican caucus one of the party measures which they had determined to pass this session. Both of these bills had been passed by the Senate last session, but they were slightly amended by the Senate, which required the concurrence of the House. The friends of the bill rallied their entire forces this afternoon, and after the roll was called there was great delay before the vote was annneed in order to give every member an oppor tunity to register his determination. The result tunity to register his determination. The result was that the bills, which were both voted upon at the same time under a suspension of the rules, were deteated for the want of four votes. The roll stood 164 in the affirmative and 81 in the negative, two-thirds of the liouse being necessary to carry it. In the evening, among the bills that were early reached on the Speaker's table were the enabling acts for Colorado and New-Mexico, which together failed to receive a two-thirds vote this afternoon. When they came up separately Colorado received 164 votes in the affirmative to 76 in the negative, two votes more than were necessary; but Newtwo votes more than were necessary; but New-Mexico was defeated, the vote on it standing 154 to

BUSINESS ON THE SPEAKER'S TABLE. Hitherto the House has never, during the present session, proceeded to business on the Speaker's table, and the only bills from the Senate that have been passed have been taken up by unanimous consent or under a suspension of the rules. The Civil Rights bill passed by the Senate last session, which stood at the head of the list, has, until the President signed the bill and it became a law a few days ago. stood in the way of all business on the Speaker's table. At 10 o'clock this evening Gen. Butler moved to suspend the rules, go to the Speaker's table, refer the Civil Rights bill to the Committee on the Judithe Civil Rights bill to the Committee on the Judiciary, and pass such bills as were not subject to points of order if they got a majority vote, and all others by a vote of two-thirds. This motion was lost, only 145 votes being cast in the affirmative, and 33 in the negative, a two-thirds vote being required. The cause of the defeat of this motion was the fact that a great many dangerous bills lie on the Speaker's table, which do not make appropriations of public money or property, and are not therefore subject to points of order. Mr. E. H. Roberts then made a motion to go to the Speaker's table, agreeing that no 'bill should be passed without a two-thirds vote, and this was agreed to. At about 10:45, therefore, the House proceeded to business on the Speaker's table for the first time this session.

A FLOOD OF APPROPRIATIONS IN THE SENATE. WASHINGTON. March 3.—The Senate is considering the River and Harbor bill, and has agreed to the Eads Jetty project without any debate or question. Mr. West explained in five minutes the features of the amendment, and the proposition was so fair that a vote was immediately taken pro forma, no one voting in the negative. This emboldened Mr. Alcorn, who immediately introduced his amendment for building levees on the Mississppi River, which on a Yea and Nay vote received a majority of two. The floodgates having been opened, nearly every member of the Senate was waving his hand with an amendment providing for the improvement of every river or harbor near his residence. Members became wild when they felt that their bands were in the public Treasury, and fabulous sams were voted away without inquiry. One amendment followed another with such rapidity as seriously to embarrass the officers of the Scuate. Mr. Sherman was in agony at the thought of this robbery, and vainly endeavored to find some means of stopping it, but was finally drawn into the current and whirled away, waving an amendment appropriating \$550 to explore, clean out and dig dams in the Obio River. The original bill appropriated about \$6,000,000. So far as can be computed there has been added at least 15,000,000. Many of these amendments have no doubt been added in order to defeat the bill in the House, and unless that body is also bereff of reason by the knowledge that to-morrow they die, the bill is doomed. amendment providing for the improvement of every

THE TRIBUNE of Wednesday editorially places Representative Randall of Pennsylvania among those who voted against striking out the 13 h Section of the Force bill. This statement, without explanation, does Mr. Randall injustice. He first voted in the affirmative, but learning that the motion was lost, he changed his vote to enable him to make his privileged motion to reconsider, by which he gained delay and postponed the reception of the bill by the Senate to Monday. | For Requier Report of Congressional Proceedings see Pith

REORGANIZING PACIFIC MAIL

THE CONTROL OF THE COMPANY PASSES INTO NEW HANDS. RESIGNATIONS OF RUSSELL SAGE, F. L. TALCOTT, W. H. GUION, AND A. J. HATCH-ELECTION OF SID-NEY DILLON, JAY GOULD, OLIVER AMES, AND D. D. COLTON AS DIRECTORS-THE EFFECTS WHICH THE CHANGES WILL HAVE-IMMEDIATE RISE IN PASSENGER AND FREIGHT RATES TO TAKE PLACE

-THE RAILROAD INTERESTS IN HARMONY. The revolution in the control of the Pacific Mail Steamship Company, which was explained in Tue IRIBUNE of yesterday, was carried out at the meet ing of the Board of Directors yesterday afternoon. When the meeting was called to order, the resignation of Russell Sage, which was sent in soon after his recent election as a director, was taken from the table and unanimously accepted. It was then resolved that Sidney Dillon, President of the Union Pacific Railroad, be elected a director. His election then took place. F. L. Talcott next resigned his position as director, and Jay Gould was elected to fill the vacancy. A. J. Hatch, brother of Rufus Hatch the Managing Director, tendered his resignation, and Oliver Ames was chosen in his place. These changes placed three Union Pacific Railroad directors in the Board, giving that Company five representatives in the direction of the Pacific Mail Company. William H. Guion next offered his resignation, and David D. Colton, President of the Occidental and Oriental Steamship Company, was elected to fill the vacancy. As F. A. Alexandre, the President of the Company, is in Havana, Sidney Dillon was elected President pro

The proceedings at this meeting excited little surprise among the few persons who yesterday afternoon became aware of what had taken place, because the revolution bad been anticipated by those who were conversant with the position of affairs in the Pacific Mail Company. The effect of the reorganization will be immediately felt in the establishment of a schedule of increased rates for traffic. The rates on first-class freight will be increased from to \$2 to \$4 per 100 lbs., and on the other classes in proportion. These rates are about two-thirds of what was charged before the competition between the railroads and the steamship company began. The new directors say that the combination of the several interests will save \$1,000,000 annually to the railroads, and an equally large amount to the Pacific Mail Steamship Company. They further state that the elections of yesterday will be supplemented shortly by the election of George J. Forrest and George S. Scott to represent the Panama Railroad Company in the Pacific Mail direction. Upon the return to New-York of F. A. Alexandre, he will tender his resignation, and C. P. Huntington, Vice-President of the Central Pacific Railroad, will be elected a director if he will accept the position. Sidney Dillon will probably be cho permanent President of the Company. It is likely that David D. Colton will be made Vice-President

unless he declines the position. It is asserted by new members of the Pacific Mail Board that the changes in that Company need not interfere with the carrying out of the new Occidental and Oriental Steamship Company enterprise. It is intimated that the steamers Belgic, Gaelic, and Celtic of the new Pacific line will run in conjunction with the Pacific Mail vessels, the latter to make trips only once a month, as required by the terms of the old subsidy; while the new line would run its steamers so as to continue the semi-monthly

service. At the office of the Central Pacific Railroad Company it was stated that the Occidental and Oriental Steamship Company would be pushed forward, as every arrangement had been perfected and the ships had been engaged. In the absence of Mr. Huntington no statement could be obtained as to the probable course of himself or his friends in regard to the new combination. George J. Forrest, a director of the Panama Railroad and a prospective director of Pacific Mail, stated that the proposed combination would undoubtedly be beneficial to all concerned. Its effects, would be particularly advantageous to the Panama Railroad Company, as better rates would be insured by reason of united instead of divided and competing interests. Business would to the advantage of all concerned.

The following will give the epistolary history of the revolution in Pacific Mail. The first letter is from Messrs. Talcott and Guion to Jay Gould, and is as follows:

is as follows:

Talcott & Sons, 11 Broad-st., N. Y., Feb. 27, 1875.

JAY GOULD, esq.—Dear Sir: We are informed by Messrs, Geo. S. Scott and J. D. Smith, who are associated with us as directors of P. M. S. S. Co., that you now hold a controlling interest in the stock. That, as representing also with your friends the Union and Central Pacific Reads, you desire, for the interest of the respective corporations, to obtain the immediate governing power in our Company to effect such a management and combination of interests as will result to the mutual benefit of these corporations, and consequently to the advantage of our company and its stockholders.

To accomplish this purpose has been and still is our sincere desire, and has alone influenced us in remaining in the direction of the P. M. S. Co.

Referring to the maturing indebtedness of the Com-

in the direction of the P. M. S. S. Co.

Referring to the maturing indebtedness of the Company, the letter continues: "We shall ask your assurance that provision shall be made for its prompt pay nent." The letter concludes as follows:

ment." The letter concludes as follows:

With this explanation, we shall, on receipt of a letter from you guaranceing such efforts, on the part of your-self and friends, as shall be directed to advance the best interest of the Pacific Mail Steamship Company and its stockholders, place our written resignations in your hands. Mr. F. Alexandre, who will return about the 5th prox., will, we have no doubt, do likewise. Yours, respectfully,

WM. H. GUION.

WM. H. GUION.

No. 578 FIFTH-AVE., Feb. 27, 1875.

Messes. F. L. TALCOTT and WM. H. GUION—Gentlemen: I am in receipt of your favor of this date in reference to the affairs of the Pacific Mail Steamship Company, and in reply thereto I would say that my sole motive in taking hold of the Pacific Mail Company is the fact, almost self-evident, that a harmonious and strictly equitable arrangement between that Company and the Union Pacific Railroad will add very largely to the profit of both companies, while the public will be quite as satisfactorily served. I am therefore willing to say to you: say to you: First: That I will see the Company through financially,

and
Secondly: That such permanent arrangements shall be
made between the Pacific Roads and the Pacific Mail as
shall be strictly fair and mutually profitable to both
Companies. Thanking you for your compliance, I remail, Yours respectfully. JAY GOULD.
To this was returned the following and that letter:

To this was returned the following and final letter:

TALCOTT & SONS, 14 Broad-st., N. Y., March 2, 1375.

JAY GOULD, esq.—My Dear Sie: I yesterday received your es eemed tavor or 27th uit. It covers all that the best friends of the Pacific Mail Steamship Company could ask. Permit me in bearif of the stockholders to thank you for it, and to tender, as promised, my resignation and that of Mr. Guion, to be used at your pleasure. When Mr. Alexandre returns I shall simply state to him that Mr. Guion and myself have for good reasons placed our resignations in your hands, and I have no doubt that he will do the same. Yours truly, F. L. Talcott.

ARKANSAS INTERESTS.

THANKS BY LOUISVILLE MERCHANTS TO JUDGE PO-LAND FOR HIS SPEECH ON BEHALF OF THE

STATE. LOUISVILLE, Ky., March 3.-The following was telegraphed to Judge Poland, Washington, to-day;
The undersigned, wholesale merchants of Louisville,
who have close business relations with the citizens of
Arkansas, a warm interest in their prosperity, and a
strong sympathy with the people, desire to thank you
for your nobic special and successful efforts in behalf of
quiet and good government in that State.
Bigned by 57 firms, representing all classes of business.

A large amount of merchan lise has been waiting here, ordered by Arkansas merchants on condition that Con-gress would not interfere with the present State Gov-ernment. Had the action of Congress on Tuesday been different, none of these orders would have been flied.

CONGRESSIONAL NOMINATIONS IN CONNECTI-CUT.

HARTFORD, Conn., March 3.-The Democratic Congressional Convention for the 1st District to-day nominated George M. Landers of New-Britain to rue against Gen. Hawley. Maw-Havas. Coan.. March & .- To-day the Republicans

of this District unanimously renominated the Hon, Stephen W. Kellogg of Waterbury for Member of Con-

FORRIGN NEWS.

A BODY OF CARLISTS DEFEATED. BATONNE, Wednesday, March 3, 1875. A force of Carlists under Miret has been leteated by a body of National troops.

WORK BEFORE THE PAPAL CONSISTORY. NEW DIOCESES LIKELY TO BE CREATED IN THE UNITED STATES.

ROME, Wednesday, March 3, 1875. In the March Consistory the Pope will institute new dioceses in the United States, or raise those already created to metropolitan sees.

PRINCE BISMARCK'S HEALTH IMPROVING.

BERLIN, Wednesday, March 3, 1875. The health of Prince Bismarck is improving. He gave a dinner yesterday to the officers of the House of Lords and Chamber of Deputies, and several other nembers of those two bodies.

RACING IN ENGLAND. THE CROYDON RACES-THE GRAND INTERNATIONAL

HURDLE RACE WON BY INDUSTRIOUS. LONDON, Wednesday, March 3, 1875.

The Croydon March steeplechases and hurdle races, which were postponed yesterday in consequence of the frost, began to-day. The principal event of the day was the Grand International Hurdle Race, which was won by Industrious, Barton coming in second and Hippias third. Houghton started favorite at four to one, but failed to get a place, and was tenth in passing the string. The betting on the three places he rees was twelve to one against Industrious, six to one against horses started. The following is a summary of the race : horses started. The following is a summary or the race;
Grand International Handicap Hurdle Race of 25 sovs.
each, Io forfest (in case of acceptance), with 500 sovs.
added; second to receive 50 sovs.; winner after Dec. 22
at noon, I pounds extra; enfrance, 3 sovs. each (to the
fund) the only liability if declared out by the first Thesday in January; two miles and a quarter, over nine
burdles; closed with 105 subscribers, or whom 53 paid 3
sovs. to the fund.

pounds.
Mr. J. Harding's b. c. Barton, 4 years, by Trumpeter,
dam Lady of the Manor, 143 pounds.
Owner's br. g. Hippins, aged, by Giadiateur, dam
Lady Evelyn, 153 pounds.
Mr. J. Bullinghurd's b. b. Honghton, aged, oy Wild et's b. b. Houghton, aged, by Wild Dayrell, dam Freight, 150 pounds .....

MATCH BETWEEN AMERICAN AND IRISH RIFLEMEN.

DUBLIN, Wednesday, March 3, 1875. The Irish Rifle Association, at a meeting today, fixed upon June 20 next as the date of beginning the return match between the American and Irish riflemen. It was decided that the meeting will be

either at Dublin or the Curragh of Kildare. A Committee to entertain the American visitors during their stay in Ireland was also appointed.

THE FAMINE IN ASIA MINOR. ACCOUNT OF THE SUFFERING IN THE NEIGHBOR-

HOOD OF CASAREA. The reports from the famine-stricken districts

in Asia Minor continue to be unfavorable. A letter by one of the agents of the Central Relief Committee at Constantinople, dated Casarea, Jan. 14, says:

one of the agents of the Central Relief Committee at Constantinopie, dated Casarea, Jan. 14, says:

Another week has passed, and the burden upon our hands and hearts increases daily, hourly. The snow which began to fail last Friday, together with the intense coid of the last five days, has greatly increased the sufferings of the poor, and already the report of deaths from starvation comes from several villages. Last Thursday I sent two men to the village of Hadiller, lying near the foot of Mount Argeas, and containing 700 houses. When they reached the village on Thursday evening no snow had fallen, but within 24 hours the snow was so deep that the men were completely shut in, and were unable to leave the place till Sunday morning. The poor villagers had hitherto lived by gathering wood, which they either sold to the baker of the place or carried it on their backs, a distance of six miles, to Casarea. The deep snow, however, cut off all their hopes of earning a hyelihood, and, but for the timely aid we had sent them, starvation would at once have stared them in the face. About 1,500 plasters were distributed to 425 persons, and after two weeks we hope to aid them again. Delegations come in daily from the Turkish villages and report that in all directions the poor people are on the verge of starvation. The most destitute region, however, is along the River Halys, embracing some 29 villages, of which we spoke last week. We have this morning sent two trusty men with a zapitch and 116 liras in money to those villages. We have also, for the past two days, had two mon our, visiting the villages to the south and east of Casarea, most of which are exclusively Tarkish. For the past week the mercury has ranged from 130 above to 40 below the free zing point. This severe cold, with scarty clothing, little or no fuel, and hunger, wit endanger the lives of thousands woo, in moderate weather, might either work or beg from door to door.

FOREIGN NOTES.

OTTAWA, Ont., March 3 .- A deputation from Winnipeg had an interview with the Premier and urged the early completion of the Pembina branch railway. The Premier promised the early construction of the branch, but refused to change the route.

The Havana Diario de la Marina on the 24th of February published a long editorial regarding the Cuban meeting in New-York, and the restoration in Spain and Caba. The Diario declares that the Cuban Junta in New-York will continue to collect from the poor laboring Cubans sums of money of which very little will find its way to the "Liberating army in Cuba" The Diario says the nucleus of the rebellion is Cuba." The Diario says the indecas of the recentled in New-York and not in Cuba; that in New-York conspiracies against Spain are rite, and harsh language is used against Spain, but that the amagonism of the Cubaus among themselves is so strong that their time is spent in lille and passionate falk, without anything being affected; that those who advise the destruction of heing affected; that those who advise the destruction of property in Cuba, by the firebrand, are recater encemies of Cuna than of Spain; that, if the insurgents had conquered in 1863 or 1873, the island of Cuba would now be a scandal to the civilized world, and a blot on the earth, because the Cubans, who in exile and in misfortune accuse each other as traitors, would, if victorious, be still more at variance among themselves.

THE UNCERTAIN RATES GOVERNED BY THE RAILROAD WAR.

The Baltimore and Ohio Railroad Company has made such arrangements with the railroads of Obio and Indiana as will enable the Company to reduce its rates to important points in those States. The rate to Indianapolis has heretofore been \$21, but a reduction was aunounced to \$17 25. In Ohio the rates to Newark and Zanesville have been \$16 50; but the new tariff places the rate to both at \$15 25. A still further reduction has been made to Columbus, from \$17 50 to \$15 25. The Pennsylvania Road, finding that the Company was losing money to a considerable extent by the low rates for passengers from Philadelphia to the West, resolved to do away with the competition rates, and pesterday returned to the former charges for passengers. One principal reason for this course was said to be that the business of the New-York offices had been virtually destroyed by the low rates from Philadelphia, and that a large number of through

offices had been virtually destroyed by the low rates from Philadelphia, and that a large number of through passengers merely took tickets from New-York to Philadelphia, where they purchased their Western tickets much more cheaply than they could get them in New-York. The other trunk lines, it was stated yesterday, had made some complaints retailing to this virtual if not actual breach of agreement, and the result has been a return to the old rates.

It was currently rumored in railroad circles that, in consequence of the loss of business by the three trunk lines, the officers had in contemplation a reduction of the rates to trink them nearer to those charged by the Baltimore and Onio roads. It was also stated by the Broadway freight agents that only one of the three trunk lines was maintaining the rates according to the tariff, and that the others were making their own contracts. R. C. Vilas, general freight agent of the Eric Railway, said that he was not aware that any one of his contracting agents was taking freight under the tariff rates, and if he should learn any such thing officially, the offender would be a immediately dismissed. He knew of no proposed meeting of freight agents or other officers for the purpose of reducing the tariff. James H. Raiter, general freight agent of the New-York Central Raitroad, said that he beheved the present turiff would be maintained until cavigation was thoroughly opened, and so far he had heard of no movement of the trunk lines toward reducing those rates. All the contracting agents of his line were maintaining the tariff rates persistently, and would not dare to deviate from them without instructions. At the freight offices of the Pennsylvania Road it was intimated that the present tariff could not be retained long without detriment to the general business of the road.

DEMOCRATIC GAINS IN DUTCHESS COUNTY.

Poughkeepsie, N. Y., March 3.- The returns from the town elections of Dutchess County make the Board of Supervisors stan1 eighteen Democrats, three Liberals, and four Republicans. List year the Board had one Republican majority. Several of the Demo-erate were elected on a Union ticket. RAILWAY INTERESTS.

A PLAN TO REORGANIZE THE NEW-YORK MIDLAND.

THE PROPOSITION PUT FORWARD BY SEVERAL PIRST MORTGAGE BONDHOLDERS-DETAILS OF THE SUG-

A plan for readjusting the debts of the New York, Oswego and Midland Railroad and for the organization of a new corporation has been proposed N. A. Cowdrey, with other men who hold the first mortgage bonds of the Company, or who represent the holders of such bonds, unite in suggesting this plan. The Company owns 248 miles of main line and 122 miles of branch railroad. Its earnings last year were reported at \$914,000 gross or about \$2,500 per mile. Its mortgage debt is \$25,525,000. floating debt is \$4,000,000, and capital, stock exclusive of convertible bonds, \$6,800,000. The most important parts of the plan of readjustment proposed

are:
Sell the road and its franchises under a decree to foreclose the first mortgage. Let the first mortgage bondholders unite and purchase the premises mortgaged, at
the foreclosure sale, for the benefit of such first mortgage bondholders as assent to this plan, and hand their
bonds to the Purchasing Committee after degree entered and before the day of sale. Let the purchasers
form a new successor railroad company, which shall
make only one mortgage upon the premises purchased,
which shall be for the sum of \$5,000,000—alltitle less than
\$16,000 per mile. Let them issue stock as follows:
First preferred 7 per cent ilmited as to right to vote for
directors until after the Cemeany have earned and gaid
for two successor years fail dividends upon the first preferred stock.

5,000,000
Common stock innited as to right of voting for directors

\$6,000,000

follows: For purchase of balf old first mortgage bonds. For interest on entire old first mortgage to July 1, 1876. 

The first preferred stock to be appropriated as

The second preferred stock to be appearance follows:

For purchase of the old second mergage bends, principal and interest to Juir 1, 1876.

The common stock to be appropriated as follows:

For purchase of first mortgage watern Extension bonds at par flat.

For purchase of consolidated mortgage bonds at par flat 1,200,000

For purchase of consolidated mortgage bonds at par flat 1,200,000

For purchase of consolidated mortgage bonds at par flat 3,800,000

For purchase of consolidated better schuling guarantes and convertable bonds, the same to be audiced by the new compuny, and only just and equitable claims to be allowed, say.

4,000,000

For purchase of oil capital stock excluding convertible bonds.

For purchase of oil capital stock excluding convertible bonds.

Where bonds or shares are held as collateral security to a debt due from the old company, the new bonds and shares will only be issued for either the collateral or the debt, at the option of the holder, he assigning to the new company both the debt and collateral apon receiving the new securities for either. Any surplus of the new bonds or shares after the use of all the same, as herein provided, will belong to the new company and will be used by it for its benefit.

The new mortgage bonds and first preferred stock will only be given in exchange for such of the old first mortgage bonds as assent to this plan within the lime to be limited by the committee hereafter to be appointed by those who assent need to carry the plan into effect, or one in substance like it, and to those bondonders wao, having assented thereto, shall have deposited their bonds with such committee when required so to do, which they will be required to do after decree of sale is made and previous to the day of sale.

The first mortgage bondholders assenting to this plan reserve the right to alter, mostly, or change it at any time, in such manner as a majority in interest shall in writing direct or request; but in so doing they will be careful to do no injustice to the junior creditors who shall have previously assented hereto, and shall have offered.

careful to do no injustice to the junior creditors who shall have previously assented hereto, and shall have coöpera ed in endeavoring to carry this plan into effect. No second preferred or common stock will be issued except to such holders of the old bonds and shares as shall have coöperated to carry this plan into effect, and shall, within such time as shall be limited by the committee, deposit their bonds with and transfer their claims and shares to said committee. The issue of second perferred and common stock to the junior creditors and old chareholders is a gratuity, and the same is upon arbitrary principles fixed upon or agreed to under fulls plan, or by the committee who endeavor to carry the same into effect.

If the above plan is assented to by a majority of first mortgage bondholders on or before April 1, 1815, an attempt will be made to carry out the same under the direction of a committee to be selected by such of the first mortgage bondholders as shall have assented in writing hereto.

A FURTHER REDUCTION OF PASSENGER TARIFFS BY THE PENNSYLVANIA RAILROAD COMPANY.

BALTIMORE, Md., March 3 .- The Pennsylvania Company took the aggressive to-day in the exist-ing war between that road and the Bultimore and Ohio rates from this city to the West, which, up this time, have been the same as those of the Baltimore and Ohio Railroad Company. it now sells tickets to St. Louis for \$10; to Chicago, \$8; to Cincinnati for \$6, and of corresponding rates to in-termediate points. The Baltimore and Onio Raircad Company has not met this charge by a similar reduction, and the chief officers state the rates that now prevall will be adhered to. The Pennsylvania Company poesess this advantage in the contest, which is begin ning to be felt. The tickets sold by its agents are timited to a passage within a specified time, and consequently are only bought by bona file and consequently are only bought by bona file travelers to meet their present necessity. Those said by the Baltimore and Ohlo Railroad Cempany are unlimited in time, and are largely bought by speculators and the scalping offices. Sales of \$1,000 worth to one party between the same points are of frequent occurrence. Hence the reduction of prices by the Baltimore and Ohlo Railroad below remuneration rates, will affect that company beyond the continuance of the war, and so long as its present issue of tickets are in the market. The system of undercutting for freight from Bath to the West has been pushed to such an extent within the last two days as to wholly unsettle charges, and to make it impossible even to approximate a tariff. Shippers are said to dictate the terms of carriage.

THE C. C. C. & I. C.

ELECTION OF A BOARD OF DIRECTORS AND OFFI-CERS OF THE CLEVELAND, COLUMBUS, CIN-CINNATI, AND INDIANAPOLIS RAILEOAD.

CLEVELAND, O., March 3 .- The annual meetng of the stockholders of the Cleveland, Columbus, Can cinnati, and Indianapolis Railroad was held in this city to-day. About ten millions of the stock was reprosented, and only one ticket was in the field, which was elected unanimously. There had been some talk that the Lake Shore and Michigan Southern Ruiroad Company had been endeavoring to gain possession of the Road, but an interview with J. H. Devereux and Sir John Swinburne, representing English stockholders, elicited the fact that there was nothing in the report. The Directors elected are H. B. Hurbut, J. H. reux, H. J. Jewett, T. P. Handy, S. Burke, B. S. Brown, James Barnett, Amos Townsend, R. M. Shoemaker, James Barnett, Amos Townsend, R. M. Shoemaker, Hermann R. Baizer, T. L. Leland, and Stillman Witt. At a subsequent meeting of the newly elected Board of Directors J. H. Devereux was chosen President; H. B. Haribut, Vice-President; Geo. H. Russell, Secretary and Treasurer; George S. Rassell, Assistant Treasurer; Alfred Ely, Auditor; E. S. Fint, General Superintendent; Frank Ford, Chief Eaginer; Lucien Hill, General Freight Agent, and S. T. Pierson, General Ticket Agent.

THE ANSWER IN THE CASE OF THE NEW JERSEY MIDLAND.

It is stated in regard to the answer of the New-Jersey Midland Railway Company to the applica tion for the appointment of a receiver that it will deny each and all of the allegations of the complainants except as to the Company's embarrassment. The application was made a few days ago to the Chancellor of New-Jersey, and the answer will be made probably on Mon-day, when the matter comes up before the Chancellor. It any, when the matter comes up of \$600,000 by the New Jersey management, less than \$1,000 has been lost; that the arrears of wages are only \$40,000, and have increased only \$4,000 since tast April; that the Directors have not been paid anything, but have advanced \$75,000 to the road; that no stock has been issued as alleged; that the floating debt is not \$1,400,000, but is less than \$400,000, and that the directors are personally responsible for nearly that the directors are personally respons half that sum.

THE MIDLAND RAILROAD. Utica, N. Y., March 3 .- The Utica Herald has advices from New-York approunding that arrangements have been completed to have the Hudson Canal Com-

many operate the Midland Railroad from Utica and Rome to Sidney Plains, the point of junction with the

TORONTO, March S .- A violent snow-storm, ac pasied by a store assertly wind, has prevailed all day. Railway seeds made interested.